BLAIR OUT OF 'FRISCO BOARD.

II. A. DAVIDSON TAKES HIS PLACE IN RAILROAD DIRECTORATE.

Retirement Starts Gossip About Histor & Co.'s Loan to the Road—No Friction, one Authority Says Traffic Agree-

The board of directors of the St. Louis and San Francisco Railroad met at the company's offices in this city yesterday. After the meeting it was announced that James

A Blair had resigned from the directorate and that his place had been taken by H. A. Davidson, who was recently elected president of the company.

When the Street learned of Mr. Blair's resignation there was lively speculation as to the cause. It was announced several days ago that Blair & Co. were arranging to make a loan of \$3,500,000 to the St. Louis and San Francisco, and Wall Street wondered if Mr. Blair's resignation meant that the road would have to look elsewhere for

Mr. Blair said that he had left the directorate because his banking house had financed several propositions for the road, and he thought it would be more becoming and he thought it would be more becoming for him, as a banker, to resign from the board. A high officer of the company made this additional statement:

"There is no significance in Mr. Blair's resignation, and it will have not the slightest effect upon whatever financial relations the condensation of the significance will have with the firm of

effect upon whatever financial relations the road may have ar will have with the firm of Blair & Co. Since the control of the St. Louis and San Francisco passed to the Rock Island interests Mr. Blair has not had any affiliation with the new management. By that I mean that his interests have never been at all similar to those of the Rock Island. The plans for the loan will be perfected, and the announcement as to its terms. fected, and the announcement as to its terms will be made in a few days. There is not the slightest friction between Blair & Co. or any member of that firm and the St. uis and San Francisco company."

Iouis and San Francisco company."

The directors ratified a traffic agreement with the Gould Southwestern system of railroads. This arrangement will give the St. Louis and San Francisco entrance into New Orleans over the new Iron Mountain line as soon as that line is completed.

The new board of directors of the Chicago and Eastern Illinois Railroad, part of the and Eastern Illinois Railroad, part of the St. Louis and San Francisco system, met yesterday and chose President Davidson of the Frisco president of the Chicago and Eastern Illinois.

\$700,000 IN BONDS BURNED.

San Antonio and Aransas Pass Railroad Co. Must Burn 9687,000 More.

AUSTIN, Tex., June 3.—Six hundred and sixty-nine first mortgage 4 per cent. gold bonds of the San Antonio and Aransas Pass Railway Company, aggregating \$700,000, were burned here to-day by President C. R. Hudson of that company in the presence of the members of the State Railroad Commission. Other bonds of this company to the amount of \$687,000 are to be burned as soon as they can be bought in. The total amount of \$1,356,000, which they represent, is alleged to have been illegally issued by the company, and their cancellation and destruction are part of the penalty which the commission is enforcing against the company for alleged violation of the stock and bond law.

company for alleged violation of the stock and bond law.

These bonds are indorsed and guaranteed by the Southern Pacific company and were due in 1943. They were quoted at 81, but it is said that the San Antonio and Aransas Pass company has been forced to pay more than that price for them and that their enforced destruction means a direct loss to the company of about at 200,000.

derstood that the Rock Island Frisco interests are the purchasers. Four million
dollars of capital stock was cancelled, and
thirty-six miles of the Brownsville extension built at a cost of approximately
\$350,000. It was found impracticable to
build the remainder of the proposed extension, and as the Railroad Commission
declined to modify the terms of the compromise agreement, the \$1,355,000 of bonds
must all be destroyed. No bonds can be
issued on the thirty-six miles extension.

KEENE LEATHER CO. TO SUSPEND. The Concern Cramped by the Fallure of

the Union Trust Company. Boston, June 3 .-- An echo of the collapse of the Union Trust Company came to-day in the announcement by President

Keene of the Walter S. Keene Leather Company that the corporation will shortly find it necessary to go into liquidation President Keene said that a meeting of the creditors would probably be called for Monday, at which a liquidation programme would be arranged. The creditors are practically all local banks holding paper of

the concern.

According to Mr. Keene, the company owes at least \$200,000. As to the value of the assets, he said that that would be difficult to ascertain just now. The failure of the Union Trust Company several weeks ago cramped the company, as a large amount of paper came due shortly after the receiver. of paper came due shortly after the receiver-ship, and it was impossible to renew these obligations under the circumstances.

Effort to Consolidate Organizations of

CHICAGO, June 3.—The National Business Mens' Association, with former Senator Mason as temporary president is making an effort to bring organizations of business men throughout the country into a central organization. The purpose is to secure desired legislation and to bring investors and opportunities together. and opportunities together.

Cargo of Japanese Silk, Valued at \$1,160, 000, on its Way to This City.

MONTREAL, June 3 .- A consignment of Japanese silk, valued at \$1,100,000, carried by the Empress of Japan, which arrived at vancouver on June 1, is now on its way to New York, where it is consigned.

American Bankers to Meet Here.

'The American Bankers' Association has accepted an invitation to hold its thirtieth anual convention in this city on Sept. 14,

petition in bankruptcy was filed yester-

day against the Edward J. Merriam pany, wholesale paper dealers, at 23 Beekman street, by Latson & Bonynge, attorneys for the American Writing Paper Company of Holyoke, Mass., creditors for \$23,998; the Ticonderoga Pulp and Paper Company, creditors for \$2,371, and the Jessup & Moore Paper Company of Wilmington, Del. for \$1,776. They allege that on June 1, the company admitted in writing to the creditors, its inability to pay its debts and willingness to be adjudged bankrupt. Judge Holt of the United States District Court, appointed Peter Alexander receiver with a bond of \$30,000, and authorized him to continue the business for ten days. The liabilities were put at \$85,000. The assets consist of merchandise and accounts, the value of which were not given but are supposed to be at least \$40,000. The bankruptcy was a surprise to the trade here, as it was supposed the company was doing a large business and making money.

A meeting of the creditors of the Unique Bachelor Apartment Company, which carried on the Hotel Jefferson, at 102 to 108 East Fithteents street, was held yesterday at the office of W. H. Willis, at 115 Broadway, and Milton of W. H. Willis, at 115 Broadway, and Milton of W. H. Willis, at 115 Broadway, and Milton achedules showed liabilities \$38,941, and nominal assets \$43,187. pany, wholesale paper dealers, at 23 Beek

GOSSIP OF WALL STREET.

and the second of the second s

The Financial Chronicle's eight page annual report on the cotton crop, showing an increase of 11.63 per cent. in the acreage and a more advanced condition, presumably, than at the corresponding time of last year, is being widely distributed by commission houses at their own expense. Their object, of course, is to stimulate apeculative interest in cotton options, a number of Stock Exchange houses having Cotton Exchange consections depending largely these days upon change houses having Cotten Exchange con-nections depending largely these days upon cotton speculation for commissions. The dissemination of statistical and editorial matter calculated to encourage hearish speculation in cotten options can hardly fall, however, to convey broadcast the im-pression that the agricultural outturn this season as a whole will be normal or better, and confidence in the stock market is thereby increased. If the Government's report on cotton, forthooming to-day, should confirm increased. If the Government's report on cotton, forthcoming to-day, should confirm the Financial Chronicle's estimate of the increase of acreage the trade experts here will produce figures to show an indicated yield of about 12,000,000 bales. The bull element in the stock market has been counting heavily upon large crops, both of cotton and corn. Snow reported yesterday the largest corn acreage on record, with conditions normal.

There was one transaction in Minnespolie and St. Louis yesterday at 40, a decline of 21 points from the last previous transaction, in February. On Wednesday a disparity of 25 points between the bid and asked quota-tions on this stock—it being offered at 50 and the best bid being 25-excited com especially as other of the Hawley stocks had been declining on small transactions for several days. On Thursday a bid of 50, for the common stock was made, and ne stock was forthcoming. The last queta-tions on Thursday were 53 asked and 40 bid. The stock was quoted at the close yesterday as 53 asked and 43 bid. Bid and asked quotations on the preferred were unchanged.

The strength of Reading, Eric and Ontario and Western was a prominent feature of the market yesterday. No specific explanations were offered for the buying in any one of tham. Brokers who have been watching Read-ing say that some one has been picking it up steadily for four or five days. Chapman & Seaman, Wolf Bros. and C. I. Hudson & Co. were reported as prominent buyers yesterday. The stock was active in the delphia market also. Some of the buying orders executed here were said to have originated in Philadelphia, where, according to reports, speculative feeling on the stock is bullish. R. H. Bissell & Co., Provost Bros., Ellingwood & Cunningham and Ladenburg, Thalmann & Co. were the principal buyers of Ontario and Western. London has been buying the stock in a small way for several days. The strength of Erie was attributed largely to short covering. Caspary's buying was thought to be for an operator who had been working on the short side. One bear clique is known to have concluded its opera-tions in Erie. There is believed, however, to be a considerable short interest in it still.

Professional sentiment is not hopelessly prejudiced against the long side of the market, as a casual canvass of the floor trading element will show, but those who would bull stocks complain that they get no encouragement to do so. The outside interest in the market is practically nil, and it is an unhappy condi-tion when traders are reduced to the expedient of swapping off stocks on each other. The unresponsiveness of the market to any news whatever is proof of the fact that the speculative situation is practically deadlocked. There is no money in trading in contracts alone. Union Pacific and Southern Pacific advanced % of 1 per cent. each yesterday on reports which were the best that have yet appeared for April Brooklyn Rapid Transit, a stock on which a great deal of speculative interest has converged of late, had but four differing quotations, viz., 48%, 48%, 47 and 47%. The closing prices were generally the day's best, but the net gains for all that were insignificant.

W. H. Goadby & Co. were heavy sellers of Steel preferred yesterday forenoon, putting possibly 4,000 shares on the market in the first hour, but the effect of this selling upon the general market, which might otherwise have been depressing, was offset by the fact that the same house was a large buyer of the United States Steel 5s, their purchases of the bonds being estimated at about \$500,000. The conclusion was that a large interest in Steel preferred was being transferred or "switched" to the bonds, the proceeds from the liquidation of one going into the other security. It is said that there has been a good deal of such liquidation in the preferred stock of late, holders of the stock preferring to have the equivalent in bonds. Post

& Flagg also were reported as ,buyers of the bends yesterday. Shearson & Hammill bought the preferred stock, which advanced of per cent. in the face of the selling referred to and closed at the highest. W. T. Hyde, who has been a persistent seller of the com-mon stock for some time past, was a buyer yesterday, the stock's advance to \$1/6 being due principally to his purchases.

"I was in Chicago last week," said a well known member of the Stock Exchange yester-day, and spents day or two looking up some old friends in La Salle street. One would ask me: 'What do you think of Steel preferred?' Another would want to know if American Locomotive was earning its dividends. Another said: 'What's the matter with Corn Products? Do any of your people know? We had the big glucose plant here and thought pretty well of the proposition and took on a lot of the stock.' And so they went, from one industrial to another, and not a word did any of them say about railroad stocks. It makes me think that the West is loaded up with these industrials and that that class of securities may be overbought. On my way back I stopped off at Syracuse, and there it was the same thing. What did I know about Virginia-Carolina Chemical, or Pressed Steel Car or some other stock for which there is only a nominal market at the present time. From what I heard I should say that the people out West are hugging what money they have left and lack confidence in any-thing that Wall Street offers for sale. The thing that struck me most, however, was the interest they showed in the industrial stocks as distinct from railroad securities. I guess the Western railroad holdings are pretty well liquidated and that a lot of people have their industrial securities only because they have been unable to sell out at anything like cost. Down here in Wall Street we have been talking about people selling good stocks to pro-tect worse ones, and I begin to see more clearly than I did before what that means."

It was recalled yesterday that the last upturn in the market started with a recovery the United States Steel bonds.

It is understood that the bear element is disappointed that it has not been able to make a greater impression upon the general market by depressing unsupported securities in the inactive railroad list. Similar tactics in the inactive railroad list. Similar tactics on several previous occasions produced the desired results, attacks upon vulnerable stocks of minor importance serving to facilitate covering operations in the general list. The bear crowd has made very little progress in any direction this week, the short side proving quite as lean as the long side for traders. There is believed still to be a large unrevealed short interest. Brokers say that a little real buying would make an instant impression upon the market.

instant impression upon the market.

The Financial Chronicle's eight page an-

LOOK FOR BIG COTTON CROP. ESTIMATES OF ACREAGE MUCH LARGER THAN IN 1903.

Bache & Co. Put It More Than 20,000,000, While "The Financial Chronicle's" Figures Are Even Higher—Their Figures Show a Gain of 11.62 Per Cent.

The Commercial and Financial Chronicle instead its annual report of the new cotton crop yesterday. J. S. Bache & Co. also sent out an estimate of the acreage and condition of the cotton planting on the average date of May 25. Bache & Co. gathered their information from 614 correspendents, who agree that there is great carcity of labor, the effect of which will be much more seriously felt should there

In the western belt, Bache & Co.'s correspondents say, the ohief cause of complaint on the part of cotton planters has been the cold weather. The eastern section of the cotton belt complains of drought. Few of the firm's correspondents complain of damage from insects. According to Bache & Co.'s estimate, the

total cotton acreage for 1904 will be 31,195,074. The total acreage estimated by the Department for Agriculture in 1903 was

28,868,000.
The Chronicle's estimate of the acreage planted to cotton this year is 32,868,690.
Should the estimate be correct, the 1904 crop would be the largest in the history of this country. The net increase over 1903, according to the Chronicle's estimate, will be 11.62 per cent. Commenting on the indication of a much larger crop next year that there was in 1883, the Chronicle adds:

Probably never have producers of cotton in the South secured such a profitable return for their labor. Usually high prices for the staple occur near the close of the crop season, when all the advantage falls to the speculator. The result this year is that producers' gains have been enormous; they consequently find themselves at the critical period with abundant means to cultivate as much cotton as they choose.

NO SQUATTERS ON STATE LANDS. Erection of Permanent Structures is Prohibited by the Constitution.

ALBANY, June 3.-The permanent structares which have been destroyed by the State in the vicinity of the Saranace have been located on State lands in violation of law and in most cases the owners have surrendered them without litigation as to title or right of occupancy. This destruction is carrying out a policy dictated by the Constitution and the forest laws of the State. The erection of permanent structures is absolutely prohibited, and, according to a statement made by Chief Fish and Game Protector Pond to-day, the people of the State rejected a proposi-

the people of the State rejected a proposi-tion to permit the leasing of lands for fixed terms several years ago.

"We are compelled to take this action," said Commissioner Middleton to-day, "be-cause it would be an injustice to per-mit certain people to maintain permanent camps and refuse to let others do so. Every one has the right to enter upon State lands and erect a temporary camp, but the law will not permit the construction of perwill not permit the construction of per-manent structures. We won our suit against some twenty squatters on the banks of Racquette Lake, and in spite of that fact we understand that some squatter has made preparation for the erection of a camp on one of the most prominent points of the lake at a cost of several thousand dollars."

Less of Tonnage on the Canals. ALBANY, June 8 .- Owing to the labo troubles on the Great Lakes the total loss

ATTIVOS-FRIDAT, June 8. AFFIVES - FRIDAY, June 8.
Sa Prinzess Alice, Bremen, May 24.
Sc Calabria, Marveilles, May 11.
Sc Citta di Torino, Genoa, May 16.
Sa Sicilia, Odessa, April 6.
Sa British Empire, Antwerp, May 21.
Sa Bewiry, Huelva, May 16.
Sa Tuscarora, London, May 19.
Sa Ninnamare, Genoa, April 27.
Sa Montserrat, Vera Cruz, May 26.
Sa Hugin, Santo Domingo, May 24.
Sa Pecine, Cardonae, May 26.
Sa Zi Cid, New Orleana, May 26.
Sa Zi Cid, New Orleana, May 26.
Sa Zi Cid, New Orleana, May 26.
Sa Zi Cid, Arthur, Tex., May 26.
Sa City of Oolumbus, Savannah, June 1.
Sa City of Birmingham, Boston, June 2.
Sa Jefferson, Norfolk, June 2.
Sa Guyandotte, Norfolk, June 2.

ARRIVED OUT. Se Anchoria, from Moville for New York.

OUTGOING STRAMBRIPS.

	Close.	."	Sau.
Germanic, Southampton. Vaderland, Antwerp	6 00 A M		LAGE
Vaderland, Antwerp	8 30 A M	. 1	ONA
Ethiopia, Glasgow	9 80 A M	- 1	3 00 M
Lucania, Liverpool	6 80 A M		0 00 A 1
Minnetonka, London	********		0 00 A 1
Pretoria, Hamburg	11211111		9 30 A 3
Trinidad, Bermuda	8 00 A M	1	0 00 A
Coamo, Porto Rico	8 80 A M		2 00 M
Sarnia. Jamaica	9 30 A M		3 00 M
Mexico, Havana	10 00 A M		1 00 P
Tennyson, Pernambuco	9 80 A M		3 00 M
Grenada, Grenada	10 00 A M	- 1	100 P 3
Lampassa, Galveston	********	1	8 00 P
El Sud, Galveston			
El Siglo, New Orleans	*******		3 00 M
Nacoochee, Savannah			8 00 P 1
Jefferson, Norfolk			S W P L
Sall Monda	y. June 6.		
Monroe, Norfolk			800 P 1
Sall Tuesda	v. June 7.		11.
*			2 00 M
Slavonia, Mediterranean			
Prinzess Alice, Bremen Statendam, Rotterdam	7 30 A M		100 A 3
StateBowm' Morter awrt	9 30 A W		000 A N
Advance, Colon			8 00 P
Apache, Charleston		611	00 P
Ef Alba, Galveston	*******		8 00 P
City of Columbus, Say'n'h	*******		3 00 P
Princess Anne, Norfolk			9 00 F B
INCOMING 81	TO A WOWING		
Due Te			4000
Mongoliaa	SIASEOM		. May X
Wells City	WADDES		May 1
Kentucky	opennagen		May 1

City of Columbus, Sav'n'h Princess Anne, Norfolk	800 P M
INCOMING S	
Due T	a. militaria de la companya de la co
Mongolias	Glasgow May 10
Wells City Kentucky	SwanseaMay 18
Kentucky	Christiansand May 20
La Lorraine	Havre May 28
Martello	Hull May 20
Pawnee	Halifar May 20
Hupon	JECESONVUIC May 51
Pretoris	BermudaJune 2
St. Paul	Livernoo May 28
Ceitic	Liverpool May 27
Prelofia. St. Paul. Umbria. Ceitie. Vulcan. St. Mungo. Siavonia.	Cardiff
St. Mungo	Gibraltar
Vigilancia	Havana
Due Te-	merrow.
Peninsular	Lisbon
Kansas City	SavannahJune 3
Egyptian Prince	Barbados May 28 Trinidad May 28
Maracas	Glasgow May 26
I Ironnola	acksonville June 7
Alamo	Fund &
	London May 28
Kroosland	Antwerp
Frontian	otterdam May 28
Kennebec	Algiers May 23
Proteus	Galveston May 81
Philadelphia	an JuanJune 1
. Due Tuesda	
Kaiser Wilhelm II	BremenMay 81
Armentas	Liverpool May 28
Nueces	Salveston June 1
Due Wednese	
Barbaroses	Bremen
Pringess Irene	Genoa May 26
Albano	ColonJune 1
Segurança	avannahJune 6
Court Calenda	re This Day.

BOATS 40 minutes from Battery via DREAMLAND'S line of fast iron steamers, "Cape May, "St. John" and "City of Lawrence." Leave West 13848 st. at 1000, 11:00 A. M., 3:00, 3:50, 6:00, 7:00 P. M. West 22d st., 10:30, 11:30 A. M., 2:30, 3:50, 6:00, 7:30 P. M. Battery at 10:30, 11:30 A. M., 2:50, 2:50, 2:50, 6:50, 7:50 P. M. Three of the largest steamers aftont. Pienty of room, fine service. Music. dining room, cafe. Round to DREAMLAND.

NICARAGUA IS SATISFIED.

As the Couldn't Get the Cagal, she Will Construct on Isthmian Railroad. WASHINGTON, June 3.—Señor Don Luis F. Corea, the Nicaraguan Minister, has returned to Washington from a two months visit to his native country, and says that Nicaragua is not "crying over spilt milk." He says that Nicaragua couldn't get the canal, but that she will have the next best thing to it, an Isthmian railway. The Minister added that the alluring prospect of eventually possessing the interoceanic canal which dangled before the people of Nicaragua for so long worked considerable industrial harm, and that the feeling in Nicaragua is one of relief, rather than of envy, that the matter is at last definitely settled. In consequence industrial condiions are much better than they have been Jons are much better than they have been for some time, and the Government has decided to build railways as the best means of aiding the varied interests of the country and inducing a condition of prosperity.

Mr. Corea, in referring to the proposed Isthmian railroad, said that the final surveys for the route were nearly completed and that the engineers who would begin the laying of the tracks sailed from New York last week.

"This railway," he continued, "will not run all the way across the Isthmus. There

"This railway," he continued, will not run all the way across the Isthmus. There is, of course, the break at Lake Nicaragua, where steamers must be taken for fifty-six miles across to Granada. From Granada there is already a railroad built along the shores of Lake Managua and operating to Corinto, our prize port, which, indeed, shores of Lake Managua and operating to Corinto, our prize port, which, indeed, we claim to be the best on the entire Pacific coast. The eastern terminus of the line is to be Monkey Point, an excellent Atlantic port, shut in by the hills and affording fine facilities for development. We expect to have the road itself finished and in operation across the Isthmus within a year and a half.

to a half.

"The Government has appropriated \$3,000,000 for the work. The money is to be raised by a bond issue. There is still another railroad being surveyed. This is from Jinotega, in the western part of the republic, to Cape Gracias, at the northeast corner. A railroad already runs from a point near Jinotega to La Paz, and when this line is completed it will be another Isthmian route crossing Nicaragua at right angles. With these railroads undoubtedly a new era of prosperity will open for Nicaragua. The coffee and banana interests will be benefited enormously, sending our coffee was too costly. Our banana interests this year are immense."

OBJECTS TO SPECIAL COUNSEL.

Attorney-General Cunneen Will Oppose Appointments to State Departments. ALBANY, June 3. - Attorney - General Cunneen, in objecting to the consideration of a resolution providing for the appointment of a special counsel to investigate the title of land to be taken for barge canal purposes, at the meeting of the State Canal Board yesterday afternoon, served notice

Board yesterday afternoon, served notice that he would protest against the appointment of all special attorneys for State departments and institutions, on the ground that they are made in violation of the provisions of the State Constitution. He will test the question in the courts if any such appointments are made.

There are several hundred special attorneys in the State service. Almost every department has one, and some of the departments have a large staff. A decision of the question in favor of the Attorney-General would mean much. The position of the Attorney-General is that, his office being created by the Constitution to take care of the legal business of the State, the Legislature has no power to delegate his Legislature has no power to delegate his functions to any other officer or individual

BONDS FOR THE BARGE CANAL Comptroller Kelsey Says Preparations for Their Issue Have Been Completed.

Si.200.000.

In the original compromise of the complaint of the Railroad Commission against the San Antonio and Aransas Pass that the San Antonio and Aransas Pass that company agreed to segregate itself completely from the Southern Pacific, to cancel \$4,000,000 of its \$5,000,000 of capital stock and to extend its road from Alice, Tex., to Brownsville, a distance of 150 miles, within two years. It was provided that should the extension feature of the agreement not be carried out the \$1,356,000 of illegal bonds should be cancelled.

The selling on Consolidated Use on the troubles on the Great Lakes the total loss to the canals since the season of navigation opened on May 5 up to May 30, in comparing the the corresponding period last year, was 155,712 tons, the total serve of their disapproval. John W. Gates has been quoted this week as asying that while he couldn't see much to the market either way, he thought pretty well of Steel preferred out the \$1,356,000 of illegal bonds should be cancelled.

The company of the complaint to company agreed to segregate itself completely from the Southern Pacific, to cancel the company agreed to segregate itself completely from the Southern Pacific, to cancel the company agreed to segregate itself completely from the Southern Pacific, to cancel the disapproval. John W. Gates has been quoted that were insignificant.

The selling on Consolidated Use on the Great Lakes the total loss to the canals since the season of navigation opened on May 5 up to May 30, in comparing the opened on May 5 up to May 30, in comparing the opened on May 5 up to May 30, in comparing the opened on May 5 up to May 30, in comparing on the the correct the correct the correct the correct the season of navigation opened on May 5 up to May 30, in comparing the period last year, was 155,712 tons, the total loss to the canal sensor the correct the correct the correct the correct the season of navigation opened on May 5 up to May 30, in comparing the period last year, was 155,712 tons the total loss to the can ALBANY, June 3 .- State Comptroller Keland estimates under which proposals by contractors will be asked for.

contractors will be asked for.

The State Engineer expects to have plans and specifications ready for inspection in July for several sections of the canal, upon which contracts may be let in August and operations begun immediately thereafter. The first installment of bonds issued will probably not exceed \$3,000,000, as the estimates of the State Engineer and Superintendent of Public Works may show that more funds cannot be used to advantage during the ensuing year. during the ensuing year.

PUBLIC NOTICES.

PUBLIC NOTICES.

PUBLIC NOTICE.

The City of New York, Office of the City Clerk, City Hall, New York, May 31 1804.

The New York and Queens County Rallway Company, having presented its application in writing to the Board of Aldermen of The City of New York, dated the fifth day of May, 1804, for its consent to, and a grant of the right, privilege and franchise for the construction, maintenance and operation of a double-track street surface rallway, together with the necessary appurtenances as an extension or branch of its existing railway for street railway purposes in the conveyance of persons and property, in, upon and along the surface of certain streets, avenues and highways, a description thereof being as follows, to-wit:

Beginning at and connecting with the present tracks of the New York and Queens County Railway Company on Borden avenue, at its intersection with Celite avenue, otherwise known as Bowery Bay road, thence northerly upon and along and Celite avenue to the intersection of said avenue with the centre line of Locust street, all in the Borough of Queens, in The City of New York and State of New York, which was adopted on the 2th day of May, 1804, and approved by his Honor the Mayor of said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor of said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and approved by his Honor the Mayor of Said City, on the 3ist day of May, 1804, and

P. J. SCULLY, City Clerk.

PROPOSALS FOR NEW BUILDINGS.—Frankford Arsenai, Philadelphia, Pa., May 31, 1904.
—Sealed proposals, in triplicate, will be received
until 10 c'clock A. M., on Monday, June 20, for
constructing one One Story Brick and Steel Building, 228 feet 104 Inches long by 56 feet 644 inches
wide, for Assembling Shop, Artillery Ammunition
Plant, and one Two Story Brick and Steel Building, 211 feet 104 inches long by 59 feet 2 inches
wide, for Store House, Small Arms Ammunition
Plant, at the Frankford Arsenal. Information
furnished on application to Lieut.-Col. FRANK
HEATH. Comdg. FORT HANOOCK, N. J., June 2, 1904.—Sealed proposals for construction, wiring, plumbing and steam heating Post Exchange Building here, will be received until 1 P. M., June 11, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Post Exchange," addressed ABE S. BICKHAM, Q. M. U. S. ENGINEER OFFICE, New London, Conn. June 1, 1904.—Scaled proposals for dredging about 35,000 cubic yards in Housatonic River. Conn. will be received here until noon of June 11, 1904, and then public opened. Information furnished here or at U. S. Engineer Office, 306 Exchange Bldg., New Haven, Conn.

CHAS. F. POWELL, Lt. Col., Engrs. EXCURSIONS

CONEY ISLAND

OCKAN STRANKES.

INFORMATION

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON. Salling Saturdaya, 9:30 A. M. Pier 15, N. R. Permanie... June 4 Philadelphia... June 1 8t. Paul... June 1 St. Louis.... June 2 ATLANTIC TRANSPORT LINE.

NEW YORK-LONDON DIRECT.
MINNETONKA JUNE 4, 10 A.
MINNEHAHA JUNE 11, 3:30 P.
MINNEAPOLIS JUNE 18, 9 A.
MESABA JUNE 28, 9 A.
Only arst-class passengers carried. RED STAR LINE.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays. Pier 48, N. R.
Teutonic...June 8, 10 A.M. | Majestic.June 22, 10 A.M.
Cettic...June 19, 2 P. M. | Arabic..June 29, 7 A. M.
BOSTON—QUEENSTOWN—LIVERPOOL.
Republic....June 9 | Cymric.....June 16
NEW SERVICES FROM BOSTON.
Past Twin-Screw Steamers
of 11,400 to 15,000 tons.
BOSTON DIRECT TO THE
BESTON DIRECT TO THE

NOVA SCOTIA

The Land of Evangeline. A Direct Weekly Service Between NEW YORK, YARMOUTH and HALIFAX Will be Inaugurated Saturday, June 28th, by the Dominion Atlantic Ry.'s Superb Twin Screw S. S. PRINCE ARTHUR. Sailing from the Munson Line S. S. Pier 14, East River, 11 A. M. and every Saturday thereafter.

M. Y. to Yarmouth, Round \$28.

Malifax, Round \$36.

Including Meals and Berth,
with privilege of rail trip between Yarmouth
and Halifax if desired. For full particulars
and tickets apply to all general tourist agencies, or

MUNSON STEAMSHIP LINE.

General Agents.

Beaver Building, Beaver St., New York.

Hamburg-American.

Semi-Weekly Twin-Screw Service FOR PLYMOUTH, CHERBOURG, HAMBURG, THE GREAT OCEAN FLYER, S. S. Deutschland 68614 ft. long—2314 knots average speed,
Salls June 9, July 7, Aug. 4, Sept. 1.
retoria. June 4, 930 A.M. Phemicka, June 18,8:30AM
Deuts land. June 9, 2 PM
aldersee. June 11, 4 AM
amburg. June 11, 4 AM
amburg. June 16, 11 AM

Mediterranean Service. New York—Naples—Genea.

By Superb New Twin-Screw Steamers

First Cabin, 866 and 875, Upward, SUMMER CRUISES

Around the World

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
K. Wm. II., June 14, 6 AM | K. Wm II. July 12, 2P M
Kater...June 21, 10 AM | Katser...July 19, 10 AM
Kronprinz June 28, 6AM | Kronprinz July 26, 230PM
OELRICHS & CO, 5 Broadway. N. Y.

CUNARD LINE. To Liverpool, via Queenstown.

To Empero 5: 52 North River.

Lucania...June 4. 10 AM Etruria...June 25, noon
Umbria...June 11, noon
Lucania...July 2, 9 AM
Campania, June 18, 10 AM Umbria...July 9, 10 AM

Campania, June 18, 10AM | Umbris...... July 9, 10 AM
Tassday Service.
Carpathia, June 14, 2 PM | Aurania...June 28, 2 P.M.
Mediterramean-Adriatio Service.
New (1904) | SLAVONIA, 10,005 tons.
Twin-Screw S. 5, | PANNONIA, 10,200 tons.
Twin-Screw S. S. ULTONIA, 9,000 tons.
Slavonia... June 7, noon | Ultonia..... July 5 noon
Pannonia... June 21, noon | Slavonia... July 19, noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

ANCHOR LINE. GLASGOW VIA LONDONDERRY.
Ethiopia.... June 4, noon | Anchoria... June 18, noon
Astoria.... June 11, 3 PM | Columbia...June 25, 4 PM

First saloon, \$50 and up.
Second saloon, \$55 and up: third class, \$26 and up.
For Illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway. OLD DOMINION LINE

For Old Point Comfort, Nogfolk, Portamouth, Planer's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager. EXCURSIONS.

\$1.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD SHOHOLA GLEN.

In the Biue Mountains, one hundred and sever miles from New York, on the beautiful Delaware Express trains leave W. 23d St. 8.55 and 9.25. Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.46 A. M. Returning leave Shohola 4.30 and 5.15 P. M. GREENWOOD LAKE GLENS \$1.00 or, with Dinner at Casino, \$1.50. Special express train leaves West 23d St. 9.40. Chambers St. 9.45, Jersey City 10.00 A. M. Returning leave Glens 5.00 and 6.55 P. M.

CONEY ISLAND

They cannot burn! They cannot sink! i.ANDING at the centre of the great, new and stellar attractions.

SPECIAL, TO-DAY.

Leave FOOT 22D ST., North River, 10:00, 11:18, A.M., 12:30, 130, 230, 5:00, 6:00, 7:30, 8:30 P. M.

LEAVE PIER (NEW) NO. 1. Half hour later.

NORTH RIVER,
Leave NEW IRON PIER, CONEY ISLAND, 11:50 A.M., 12:55, 2:10, 3:70, 4:10, 5:40, 6:40, 7:40, 9:10, 10:10 P.M. ROUND TRIP TICKETS, 25 CENTS, Acker, Merrall & Condit's Liquors and Cigars served under company management. STEAMER TAURUS
of Iron Steamboat Fleet will make trips every day
TO FIBEIING BANKS.
Leave Sist St., East River, 7:30 A. M. Leave Pier
(New) No. 1, North River, 8:20 A. M.
BAIT AND TACKLE ON BOARD.
Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON.
Grand Dally Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex), 8:00 A. M
"New York, Deabrosses St. Pier. 8:40
"West 22d St. Pier. 9:20
"West 22d St. Pier. 9:20
"Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
Half rate to Cairo, N. Y., May 27 to June 4. STEAMER GRAND REPUBLIC UP THE HUDSON to West Point & Newburgh SUNDAY, JUNE 5.
Leaves Battery Landing 0:30 A. M., West 22d St. 10 A. M., West 12d St. 10 A. M., West 12d St. ROUND TRIP 50c.

STEAMER GEN'L SLOCUM

"UP THE SOUND AS FAR AS BRIDGEPORT.

SUNDAY, JUNE 8,
Leaves West 22d St. 8:20 A. M.; Battery, 8:10; Bridge
Dock, B'klys, 8:20; East 81st., 10 A. M.

ROUND TRIP 806.

BAILBOADS. ENFORMATION

Pennsylvania RATEROAD. STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is ave minutes later than that given below for Twenty-third Street **Station, except where otherwise noted.
7:35 A. M. CHICAGO SPECIAL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis, Louisville and St. Louis.
9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Checkman, Indianapolis, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining. Smoking and Observation of Chestration. 10:28 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago. Cleveland, Toledo and Detroit.

1:58 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cheinnait and Louisville) Indianapolis, Chicago, St. Louis. Dining Car.

4:58 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Cleveland and Toledo. Dining Car.

5:58 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cheinnait, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Houte). Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo and Chicago. For Knoxville, daily, via
Shenandoah Vailey route. Connects for Cleveland, except Saturday.

9:25 P. M. CLEVELAND AND CINCINNATI EX-8:28 F. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg, Cleveland, Chrimati, Indianapolis and St. Louis.
9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.
WASHINGTON AND THE SOUTH.
7:55, 8:25, "9:25, "9:25, "10:35 A. M., 12:25, "12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 Congressional Limited," all Parior and Dining Cars, "3:25, *4:25, 4:25, [10:56 a. m., 12:10 night. Sunday, 8:25, "9:25, "10:36 a. m., 12:25, "12:55, [3:25 Congressional Limited," all Parior and Dining Cars, "3:25, *4:25, 4:25, p. m., 12:10 night. Surday, 8:25, *4:25, *4:25, p. m., 12:10 night. Surday, 8:25, *4:25, p. m., 12:10 night. Surface, \$:25, 4:25 p. m., 12:10 night. Sultana Streets, 5:15), 9:25 p. m., 12:10 night.

ATLANTIC COAST LINE .- Express, 9:25 a. m. and 9:25 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express, 12:25 9:25 p. m. dally
SIABOARD AIR LINE RAILWAY.—Express, 12:25
p. m. and 12:10 night dally.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m. week days and 4:55 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:55 a. m. week days and 8:26 p. m. daily.
ATLANTIC CITY.—9:36 a. m. and 2:35 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week days. Parior Simoking Car, Parior Cars, Dining Car and Standard Coaches on week days.
LONG BRANCH ASBURY PARK (interlaken Suadays), Ocean Grove and Point Pleasant (from West Twenty-third Street Station), 8:55 a. m., 12:25, 1:25 (Saturdays only), 2:26, 3:25, 4:25 and 4:35 p. m. week days. Sundays, 7:55, 9:25 a. m. and 4:55 p. m. From Desbroses and Cortlandt Streets S:30, 2:00 a. m., 12:30, 1:30 (Saturdays only), 2:30, 3:40, 4:30 and 5:10 p. m. week days. Sundays, 8:15, 9:46 a. m., 5:00 p. m.

8:40. 4:30 and 5:10 p. m. week days. Sundays, 8:15. 9:46 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:58, 8:28, 8:35, 9:25 (9:55 St. Louis Limited), 9:55, 1:025 (Penna. Limited), 9:055, 11:35 a. m., 12:28, 12:55, 1:25, 2:10 (Desbrosses and Cortland; Streets, 2:20), 2:55, 8:25, 8:35, 4:23, 4:25, 4:455 (4:55 Chicago Limited for North Philadelphia only), p. m., 12:10 night week days. Sundays, 6:95, 7:55, 8:25, 9:25 (9:55 St. Louis Limited), 9:55 (1:025 Penna. Limited), 9:55 (1:025 Penna. Limited), 9:05 5 a. m., 12:25, 4:255, 6:35, 8:25, 8:35, 4:25 (4:55 Chicago Limited for North Philadelphia only), 9:4:55, 6:55, 6:55, 7:55, 8:25, 8:35, 4:25 (4:55 Chicago Limited for North Philadelphia only), 9:4:55, 6:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m., 12:10 night.

Tickt offices, Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth avenue (below 23d St.); 233 Fifth avenue (conner 29th St.); 1 Astor House, and stations named above; Brooklyn, 4 Court Street, 800 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and cheek baggage from hotels and residences through to destination.

Telephone "543 Chelscha" for Pennsylvania Raliroad Cab Service.
W. W. ATTERBURY. J. R. WOOD.

Pelephone "545 Uncisea" (Cab Service.
Cab Service.

J. R. WOOD,
W. W. ATTERBURY,
General Manager
GEO. W. BOYD,
General Passenger Agent.

STEAMBOATS.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturdays and Holidays 1:45 P. M.), W. 22nd St. 3:30 P. M. (Saturdays and Holidays 2 P. M.), 129th St. on Saturdays and Holidays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsie, Rondout and Kingston. Orchestra on board.

BY SEA TO MAINE

on the fast modern steamers of the maine steamship co... PORTLAND LINE, Is a Most Delightful, Refreshing. Short Ocean Voyage.

White Mountains, Bar Harbor, Halifax, easily reached from Portland.

Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory, free at ticket office, 290 Broadway, cor. Reade St., and Pier (New) \$2 East River, New York, or by mail.

PATTEN LINE 50c.—LONG BRANCH AND BACK—50c. 80c.—ASBURY PARK AND BACK—60c.

Sec.—ASDERI PARR AND BACK—806. Week Days: Leave Bloomfield St., N. R. (3 blocks below W. 14th St. Ferry), 8:55, 11:00 A. M., 2:40 P. M. Saturday—8:55 A. M., 12:45, 2:40 P. M. Lv. Battery(nr. So. Ferry), 9:20, 11:30 A.M., 3:10 P.M. Saturday—9:20 A. M., 1:15, 3:10 P. M.

DEOPLES LINE
NEW YORK-ALBANY
Steamers
C. W. Morse and Adirondack.
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS, PINE CUISINE,
BEST SERVICE, ORCHESTRA.
Steamers and from Pier 32, N. R., foot of Canal
St., 6 P. M., arriving at Albany in time for counsections North, Bast and West. Telephone 5800—Spring

BOSTON AND POINTS IN NEW ENG PULL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 520 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each. NORWICK LINE, via New London. Leave Pier 40, N. R., foot Clarkson St., week days only at 630 P. M. Steamers CHESTER W. CHAPIN and NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 20, Past River, foot of Peck Silp, week days only at 4300 P. M. Steamer RICHARD PECK.

JOY LINE.

PROVIDENCE, \$1.50 EVERY WEEK DAY \$2.50 BOSTON DIRECT. \$2.50

MOST DELIGHTFUL TRIP IN AMERICA.

From Pier 38, East River. 'Phone 800 Orchard.

Summer rate between New York and Providence \$2.00; takes effect June 6. BOSTON HARTFORD LINE: from New Pier 19, East River, foot of Peck Slip daily, escept Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill. Hudson & Coxsackie Boats Leave Pier 43, N. R., week days, 6 P. M.

INVENTORS PROTECT YOUR IDEAS.
Patents promptly secured. Consulation and advice free. Highest references. SHEPHERD &
PARKER, 315 Madison av., cor. 42d.

MEDICAL. QUICKEST PERMANENT CURE in diseases of men, dangerous cases solicited, relief at once; those desiring only first-class scientific treatment should call. The leading specialist, Dr. BONSCHUR, 341 West 21st st. Hours 9-3 6-9; Sundays, 19-12

ENFORMATION

"AMERICA'S GREATEST -RAILROAD." & HUDSON RIVER (1. II

THE SIX-TRACK TRUNK LINZ

VIA NIAGARA FALLS.

Trains depart from Grand Central Station, 424

street, New York, as below:

North and west bound trains, except those leaving at 820 A. M., 248, 329, 1130 P. M., will stop at 125th street to receive passengers ton minutes after leaving Grand Central Station.

2:16 A. M.—MILLINGHT EXPRESS.

8:26 A. M.—FAST MAIL.—24 hours to Chicago.

10:20 A. M.—MUPFALO LIMITED.

1:20 P. M.—SOUTHWESTERN LIMITED.

1:30 P. M.—SOUTHWESTERN LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

3:30 P. M.—ALBANY AND TROY FIVER.

4:30 P. M.—*LAKE SHORE LIMITED.—2234

hour train to Chicago, via Lake Shore.

3:30 P. M.—*LAKE SHORE LIMITED.—224

6:30 P. M.—*WESTERN EXPRESS.

7:30 P. M.—*MONTREAL EXPRESS.

7:30 P. M.—*MONTREAL EXPRESS.

7:30 P. M.—*ADIRONDACK & MONTREAL EXP.

8:30 P. M.—*SOUTHWESTERN SPECIAL.

9:20 P. M.—*SOUTHWESTERN SPECIAL.

9:20 P. M.—*SOUTHWESTERN SPECIAL.

9:20 P. M.—*SOUTHWESTERN SPECIAL.

9:20 P. M.—*PACIFIC EXPRESS.

1:31 P. M.—*PACIFIC EXPRESS.

*Dally TExcept Sunday. #Except Monday. THE SIX-TRACK TRUNK LINE *Daily. †Except Sunday. †Except Monday. 9:06 A. M. and 3:35 P. M. daily except Sunday to Pittsfield and North Adams, Sundays at 9:29 A. M. Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 276 West 128th st., Grand Central and 125th st. atations, New York; 328 and 726 Pulton st. and 106 Broadway, Broadlyn.
Telephone "900 Sith street" for New York Ostical Cab Service. Baggage checked from hotel of residence by Westcott Express Company.
A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager.

Gen'l Manager.

WEST SHORE R. R. (New York Central & Hudson River R. R., Leasee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 22d st., N. R.:
11:00 P.M.—Chicago Express.
2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Leuis.
6:00 P.M.—For Sch., Buffalo, Cleve'd & Chicago.
18:00 P.M.—Roch., Buffalo, Cleve'd & Chicago.
18:00 P.M.—For Syra. Roch., Niag. Falls, DettOnt,
Dally, 1Dally, except Sunday. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH.
Gen'l Manager.
Gen'l Pass'r Agent.

New York and Boston All Rai

N. Y., N. H. & H. R. R. and connections

N. Y., N. H. & H. R. R. and connections

From Grand Central Station.

Dec.

19:50 A.M. Hartford and Willimantic.

10:00 A.M. Springfield and Worcester.

10:00 A.M. Springfield and Worcester.

10:00 M. Springfield and Providence.

10:00 M. Springfield and Providence.

10:00 M. New London and Providence.

10:00 P.M. Springfield and Worcester.

10:00 P.M. Springfield and Worcester.

10:00 P.M. Springfield and Providence.

10:00 P.M. Springfield and Worcester.

10:00 P.M. Springfield and Worcester.

10:00 P.M. New London and Providence.

10:00 P.M. Springfield and Worcester.

10:00 P.M. New London and Providence.

10:00 P.M. New London

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from outh Ferry five minutes earlier than shown below.)

South Ferry tive minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—M:00 (7:15 Easton cally), 9:10 A. M., 120, 4:40, 5:00 (5:45 Easton cally), 9:10 A. M., 120, 4:40, 5:00 (5:45 Easton cally) P. M. Sundays 24:25 A. M., 1:00 P. M. Sundays 24:25 A. M., 1:00 P. M. HAKEWOOD, LAKEHURET, TOME ENVER AND RARNEGAT—24:00, 9:40 A. M., 2:20 (3:40, Lakewood and Lakehurst only), 1:29 P. M. PSUNDAYS, 8:40 A. M., 2:20 (3:40, Lakewood and Lakehurst only), 1:29 P. M. ATLANTIC CITY—9:40 A. M., 2:40 A. M., 2:40 (2:41:30 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT FLEASANT AND SEASHORE POINTS—24:00, 2:20, 1:20 A. M., 2:20, 1:20, 2:45, 2:55, 4:45, 5:20, 6:20, 11:20 P. M. Sundays, except Ocean Grove, 9:15 A. M., 4:20, 2:20, 1:20, 2:20, 1:20, 1:20, 2:20, 1:20, 1:20, 2:41, 2:20, 1

AND WILLIAMSPORT—H: 00, 2428, 1830, 11936 (10:00, 11:00 A. M., Reading only), 18130, 11:30, 11:30 A. M., Reading only), 18130, 11:30, 11:30 A. M., Reading only, 18130, 11:30, 11:30 A. M., 1800 A. M., 1800 A. M., 1800 B. M. Sunday Park, Pt. Pleasant, 10:30 A. M., 1:00, 8:05, 4:30 P. M. Sundays, 10:30 A. M., 1:00, 8:00 P. M. Sundays, 10:30 A. M., 1:00, 8:00 P. M. From Liberty Street only, "Daily, fDaily, except Sunday, 4Sunday only, tParlor care only, lyta Tamaqua. xSaturdays.

Extra Complex Complex

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADE PHIA AND READING RY, and BALTI-MORE AND OHIO R. R. To BALTIMORE and WASHINGTON "EVERY OTHER HOUR ON THE EVEN HOUR."

CN THE EVEN HOUR."

Lv. Liberty street, 8:00 am, Except Sus. Buffet. 10:00 am, Daily. Diner. 12:00 noon, Daily. Diner. 2:00 pm, Daily. Diner. 7:00 pm, Daily. Diner. 7:00 pm, Daily. Diner. 7:00 pm, Daily. Diner. 7:00 pm, Daily. 10:00 pm, Daily. 7:00 pm, Daily. 10:00 pm, Daily. 1 BALTIMORE AND OHIO RAILROAD

ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR TO BALTIMORE and WASHINGTON Leave South Ferry 5 minutes earlier. Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 8:00 am, Bally.

10:00 am, Dally.

12:00 pm, Dally.

12:00 pm, Dally.

12:00 pm, Dally.

12:00 pm, Dally.

12:15 night, Dally.

Sleepers.

SPLENDID TRAIN SERVICE, THROUGH TRAINS TO THE WEST. Le. New York City, South Perry, Liberty St. Dally.
Chicage, Pittsburg. 12:10 nt. 12:18 nt. Sleeper
Chicage, Columbus. 1:35 pm. 200 pm.
Pittsburg, Cleveland. 3:35 pm. 400 pm.
Pittsburg Limited" 6:35 pm. 400 pm.
Ciucinnati, St. Lewis. 12:10 nt. 12:18 nt.
Ciucinnati, St. Lewis. 12:10 nt. 12:18 nt.
Cincinnati, St. Lewis. 13:55 pm. 6:00 pm. Diner
Cincinnati, St. Lewis. 5:35 pm. 6:00 pm. Diner

Offices: 167, 261, 434, 1300 Broadway, & Aster House, 108 Greenwich Str., 25 Union Square W., 301 Grand St., N. Y. 343 Fulton Street, Brooklyn: South Ferry and Liberty Street. LEHICH VALLEY.

Poot of West 28d A. Cortlandt and Desbrosses Str. 1.

Daily. - 1 Except Bunday. Sunday changes III. 1.

di 15. e7.45. ns.85. 25.45.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta.

18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Buffalo, Chicago and St. Louia,

11:40 P.M.—For Buffalo and Chicago.

14:00 P.M.—For Seranton and Plymouth.

16:10 P.M.—For Buffalo and Chicago.

2:00 A.M.—For Chicago—Sleepers open at P. M.

Tickets, 149, 429, 1183, 1434 Broadway, N. F.:

Pulton st., Brooklyn. *Dalis, 'Except Sunday.

A. J. SMITH, 300 Broadway, experienced lawyer makes terms contingest upon success. Cooks Interviews invited.